

Valley Fliers December Board Meeting

Meeting Called to Order at: 6:30

Present: Eyre, Glassmyer, DeWitt, Botezatu, Vader plus 8 members.

Excused Late: Scott

Approval of November Meeting Minutes

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

Treasurer's Report

See Alan's handouts. Three memberships sold. Two changed hands and we sold the 65th membership. We currently have two memberships for sale. Rent was unchanged, but will likely change next year. We spent a LOT of money on maintenance in November. Scott G asked if the 88L work was deferred work? Alan says no, it was pre-work to make the annual easier. John asked if 9MA's maintenance cost includes the ADS-B work? Alan says no, that is a capital asset listed below. The fuel purchases deposit is reduced because that system is going away. The city is taking over the airport management and has no interest in a fuel card program. The member shares section is now up-to-date. Currently we have paid more sales tax than we owe; Alan hopes we don't end up in that place at the end of the quarter because filing for a refund takes a lot of effort. Question from the floor: how hard would it be to get a sales tax exemption? Alan says it probably wouldn't be too hard and he will think about doing it. For the year, our cash position has improved.

Regarding the fuel. The airport management group's fuel card program will go away at the end of the year. Alan reviewed the accounts with the airport management group and found both errors and missing credits. In working through the airport's accounts, Alan found there were corrections that we hadn't been made aware of. Alan now has to match all of our charges and credits against the airport's records, probably about four hours of work. Alan guesses that it will net out to us writing off about \$600 in fuel. When the city takes over, there won't be any rebate program at all. Mark Kornei notes the city has an intent to track regional fuel rates. Alan intends to complete his transaction review this weekend. The new airport manager is apparently a good and experienced airport manager. Question: are the cards good through or until the 20th? Answer: Alan believes they are good until the 20th. When the program shuts down, members will need to revert to paying with our own cards and submitting receipts. John has some ideas on how to create a new card system, so he and Alan will discuss it.

Alan foolishly upgraded his company's QuickBook version last weekend and it has been trouble. They changed their import process: transactions cannot be imported, only lists can be imported. He uses it for the club too. Mark Kornei suggests he may have a way to help. Scott G. asks if a fleet-card would make Alan's life easier? Alan says it probably would.

Maintenance Officer's Report

See Florin's handout.

9MA The annual is done. Florin handed out a list of what was done during the annual. He highlighted some deferred items, the King Nav LEDs, and the flap roller washers. The flap roller washers need to be done soon in order to avoid other expenses. He also noted the loose rivets need to be dealt with soon. Florin noted the pilot seat needs an overhaul.

88L Florin also distributed a list of new and deferred items from 88L's current annual. Jon has been doing some routine lubrication to manage a couple of the items identified on the list. Florin is concerned about the time the process takes to identify the repairs and their costs, and obtaining approval. The plane sat for three days waiting for approval. Florin asks for more timely approvals from the board. Randy notes it is hard to understand which items are required to approve. He suggests the subject lines note when an approval is requested. Florin notes we had a fuel-sending unit get purchased out from under us while he was waiting for an approval. Jon says he has found an overhauled unit here in state. Cost is about \$600 with an exchange. John suggests work should always continue on items required for annual approval. Scott asks whether the board could pre-approve a higher limit when we are about to go through an annual. Several board members agree that could be done. Florin says he generally can distinguish between optional and required items. Tim suggests we make more clear in the subject line which messages are status messages and which are identifying items for approval. Florin and John suggest

work could continue on inspection approval required items and approval could come later. Alan and Tim have more issue with that position. Alan and Jon have a discussion of a cabin window hinge required item on the Annual Inspection approval list. Jon suggests it is very important and is probably due to someone opening the window to better take pictures. Comment from the floor: the minutes should reflect that someone is abusing the window and that should be noted in the minutes. Alan asks about the four point harness installation costs. Jon says the headliner had to come out and the the installation manual says 4-6 hours were required. Scott reminded the board that we are on the same team and this shouldn't be so adversarial. Florin says sometimes he feels like it is adversarial, like we are not on the same team. Florin notes that he and Jon have good answers to the questions when they are asked. Scott G. notes some questions are just for clarification. Comment from the floor: member thanked Florin for the great condition the planes are in. It is a difficult job. Alan notes that he is the main questioner and he really appreciates the shape our planes are in. Florin notes he puts significant effort into documenting what is wrong with the planes and why they need to be fixed. Comment from the floor: Florin and Jon do a good job of preventing little problems from becoming big problems. Jon says only the trim pulleys on the #2 list need to be done. Florin asks about the pilot side door handle. Jon says we can buy a new one for ~\$300 or he can try to glue it with epoxy. That would be faster. The consensus is to try gluing first. Randy asks about the number on the bottom. Florin clarifies that is a total. Alan asks if Steve will have other hours, Jon says yes, the hours on the list include only his costs not the inspection. If Steve helps Jon do the repairs his costs are on the sheet provided. The mag cost of \$1000 includes both parts and labor.

117 Jon has ordered the landing light. Florin has asked him Jon to order an engine heater. Jon says he will put in on at the next oil change. The seat track inspection has been done and Florin needs to update the spreadsheet. Question from the floor: when will 117 be offline for annual? Answer: February. Will it be down a month? Jon doesn't think so.

63S Florin asks if the vacuum pump in 63S can be inspected. Jon says yes.

All aircraft ADS-B work is now complete, though Jon pointed out we need to get the transponder cooling dealt with.

Florin needs to purchase oil, filters, tubes, tires and other supplies. Alan notes we used to get a deal if we bought in bulk.

Safety Officer's Report

Randy is leaving after Christmas until April. He notes Kelsey would be willing to do the safety officer role at the annual meeting. Florin notes Richard Neville is also interested. Alan notes John can appoint someone. Florin asks if Richard could be appointed. Richard is here and notes he could do it until the annual meeting. Richard asked if Kelsey would step in right away? Randy said he isn't sure. Richard will talk with John. Randy does not intend to run again for the office.

Old Business

9MA Engine Tabled because Alan didn't have time to get a comparison of Penn Yann, John Jewell, Texas Skyways, and Pponk. Jon notes whatever we buy, we need to budget for cylinders before TBO. He says the cylinder wear is very pilot dependent. Comment from the floor: maybe we should just go with a stock engine and improve the avionics. John notes all those items are why we need to comparison. Alan asks if someone would do the comparison and present it to the board with recommendations. Scott Snider volunteers. Jon asks whether we will go to a three blade propeller. Alan responds most folks are recommending a two blade.

Safety Investigation Follow-up John notes this item is tied up with the engine replacement, so it is tabled for now.

Fall Social The Fall didn't work out, and we really can't get it together around Christmas. Scott G. has researched Emerald Downs as an option between January 1 and February 1. We could have hors d'ouerves or a dinner buffet. The track runs "play races" for play money as possible entertainment. If we spend \$1000 or more, the facility will be included. The downside is we need to use their catering, bar, etc. We'd obviously need to have a way to limit the bar. Mark has a city option that would be simpler and cheaper. The kicker is no alcohol is allowed not the premises. Mark's facility is not available as he is remodeling. He has a friend with a pub in Auburn that might work. Mark suggests a Saturday afternoon would potentially pull in members who cannot make a weeknight. Realistically, it will cost \$1000-\$2000. Florin says there is a facility at Boeing field as well. It is at an older terminal, not the current King County Terminal. They do have catering, he doesn't know about alcohol. Florin also suggested the Longhorn as an option. Scott G. notes they were looking for a location near the airport. Mark says

if geography is not a limitation, there are a lot of options in Seattle. Randy says the Washington Pilots' Association had a fund raiser at Green River recently. We could potentially send a lot of Valley Fliers folks there by purchasing a few tables there next year. Mark notes we also could drink at the airport if we kept the whole thing inside the hangar. Mark proposes we plan for a Saturday afternoon. Mark solicits input from the board and members. Alan says the budget is ok and John expresses a preference for Emerald Downs as a venue. Mark and Scott will continue planning.

New Business

New ADS-B. Richard Neville has researched some issues about the ADS-B and would be willing to distribute his notes to the rest of the club. An example: if the 430 doesn't have a functioning GPS, ADS-B is broken and our airplane is not airworthy. Also, ADS-B is only advisory, you can only maneuver based on what you see. You also can't maneuver based solely on it while IFR. If you are not reporting pressure altitude, you have a non-performing emitter. All those things are reported to the FAA. It is not clear whether FAA will auto-generate a notification to the owner. Notifications are tied to the aircraft and time-stamped. John will post Richard's notes. Richard notes you can request performance reports from the FAA online and get information pretty quickly. Apparently the N numbers often don't match with filed flight plans and that is a discrepancy. He also points out there are two no-fly errors the units may flag at start up. System messages may also be faults that will be reported to the FAA.

Meeting adjourned at: 8:23

Free flight hour won by: Nathan Kogge

Next Meeting: Wednesday, January 9, 2019 @ 6:30 (Food and Social @6:00), Trotters

5:03 PM

12/12/18

Accrual Basis

Valley Fliers Sales by Item Summary November 2018

	Nov 18			
	Qty	Amount	% of Sales	Avg Price
Service				
117 (hrs - Flight time: C-172 N-80117)	22.3	1,551.72	10.7%	69.58
63S (hrs - Flight time: PA-28-180F N-5163S)	16.2	1,325.94	9.2%	81.85
88L (hrs - Flight time: C-172 N-2388L)	46	3,392.88	23.4%	73.76
9MA (hrs - Flight time: C-182 N-759MA)	1.5	157.65	1.1%	105.10
Dues - monthly (Membership monthly dues)	59	4,425.00	30.6%	75.00
Minimum flying fee (Minimum flight fee - assessed when no flights made during the...)	28.1	2,259.24	15.6%	80.40
Total Service	173.10	13,112.43	90.6%	75.75
Other Charges				
Membership Purchase Hull Fund (Membership Purchase Hull Replacement Fund)	3	1,363.65	9.4%	454.55
Total Other Charges	3.00	1,363.65	9.4%	454.55
TOTAL	176.1	14,476.08	100.0%	82.20

Valley Fliers
Profit & Loss YTD Comparison
November 2018

	Nov 18	Jan - Nov 18
Ordinary Income/Expense		
Income		
Sales		
N-80117 Flight Time	1,551.72	35,094.60
N-759MA Flight Time	157.65	25,844.09
Aircraft Hull Replacement Fund	1,363.65	5,454.60
Fees	2,259.24	22,558.01
Membership Monthly Dues	4,425.00	47,010.81
N-2388L Flight Time	3,392.88	23,042.64
N-5163S Flight Time	1,325.94	14,301.21
Sales - Other	-21.63	-21.63
Total Sales	14,454.45	173,284.33
Total Income	14,454.45	173,284.33
Gross Profit	14,454.45	173,284.33
Expense		
Re-Registration	0.00	265.00
Depreciation Expense	3,045.31	33,498.41
Meeting Expenses	144.56	1,841.35
G&A		
Mail Services and Supplies	0.00	125.25
Office Supplies	0.00	83.19
Information Technology	91.99	1,582.69
Total G&A	91.99	1,791.13
Bank Service Charges	0.00	0.00
Dues and Subscriptions		
Data 117	0.00	440.00
Data 9MA	0.00	440.00
Data 88L	0.00	440.00
Data 63S	0.00	440.00
Total Dues and Subscriptions	0.00	1,760.00
Fuel		
117 Fuel	745.13	13,542.90
9MA Fuel	85.13	14,814.96
Fuel Rebate	-26.59	-406.03
88L Fuel	1,849.74	11,307.58
63S Fuel	868.03	7,434.89
Total Fuel	3,521.44	46,694.30
Insurance		
Aircraft Policy	1,592.50	16,081.50
Total Insurance	1,592.50	16,081.50
Licenses and Permits		
117 Reg & Lic	0.00	5.00
Total Licenses and Permits	0.00	5.00
Miscellaneous	0.00	119.88
Postage and Delivery	0.00	94.70
Rent		
N80117	248.25	2,730.75
N2388L	248.25	2,730.75
N759MA	248.25	2,730.75
Utilities	5.42	722.79
N5163S	248.25	2,730.75
Office Rent	163.61	1,799.71
Total Rent	1,162.03	13,445.50

Valley Fliers
Profit & Loss YTD Comparison
November 2018

	<u>Nov 18</u>	<u>Jan - Nov 18</u>
Repairs & Maintenance		
117 Maintenance	441.37	6,393.68
9MA Maintenance	11,137.15	17,558.79
Aircraft oil	0.00	2,457.95
Maint Tax Paid	0.00	25.68
88L Maintenance	2,189.26	5,889.64
Maintenance Supplies	0.00	554.16
63S Maintenance	575.48	4,219.45
Equipment Repairs	0.00	350.00
Repairs & Maintenance - Other	0.00	506.64
Total Repairs & Maintenance	<u>14,343.26</u>	<u>37,955.99</u>
Taxes		
State	0.00	702.02
Total Taxes	<u>0.00</u>	<u>702.02</u>
Total Expense	<u>23,901.09</u>	<u>154,254.78</u>
Net Ordinary Income	-9,446.64	19,029.55
Other Income/Expense		
Other Income		
Interest Income	0.00	22.27
Total Other Income	<u>0.00</u>	<u>22.27</u>
Net Other Income	<u>0.00</u>	<u>22.27</u>
Net Income	<u><u>-9,446.64</u></u>	<u><u>19,051.82</u></u>

Valley Fliers
Balance Sheet Prev Year Comparison
As of November 30, 2018

	Nov 30, 18	Nov 30, 17
ASSETS		
Current Assets		
Checking/Savings		
Reserve fund	0.00	-5.18
Escrow savings account	39,717.80	39,716.70
Checking - Columbia State Bank	28,546.22	8,174.06
Total Checking/Savings	68,264.02	47,885.58
Accounts Receivable		
Accounts Receivable	16,769.33	15,418.87
Total Accounts Receivable	16,769.33	15,418.87
Other Current Assets		
Deposits - Fuel Purchases	4,370.42	7,500.00
Undeposited Funds	21,872.62	13,202.04
Total Other Current Assets	26,243.04	20,702.04
Total Current Assets	111,276.39	84,006.49
Fixed Assets		
N-80117 Accumulated Deprec	-25,551.86	-14,764.78
N-80117 Cessna 172M	115,879.95	110,451.95
N-759MA Accumulated Deprec.	-36,198.69	-29,494.88
N-759MA Cessna C-182Q	103,874.08	98,946.08
Asset Aquisition in Process	0.00	5,000.00
Operating Equipment	17,525.58	17,525.58
Accumulated Depreciation	-14,318.61	-11,262.57
N-2388L Cessna 172	152,672.29	147,244.29
N-2388L Accumulated Deprec.	-101,496.48	-92,861.10
N-5163S Piper PA-28-180F	152,919.94	147,491.94
N-5163S Accumulated Deprec.	-106,677.55	-97,827.44
Total Fixed Assets	258,628.65	280,449.07
TOTAL ASSETS	369,905.04	364,455.56
LIABILITIES & EQUITY		
Liabilities		
Current Liabilities		
Accounts Payable		
Accounts Payable	3,599.29	10,210.20
Total Accounts Payable	3,599.29	10,210.20
Other Current Liabilities		
Sales Tax Payable		
Sales Tax Paid - Maintenance	-2,835.54	-4,701.32
Taxes Paid - Fuel	-691.00	-560.82
Sales Tax Payable - Other	2,821.41	901.27
Total Sales Tax Payable	-705.13	-4,360.87
Total Other Current Liabilities	-705.13	-4,360.87
Total Current Liabilities	2,894.16	5,849.33
Total Liabilities	2,894.16	5,849.33
Equity		
Member Shares - Current Price	130,000.00	0.00
Retained Earnings	217,959.06	380,335.80
Net Income	19,051.82	-21,729.57
Total Equity	367,010.88	358,606.23
TOTAL LIABILITIES & EQUITY	369,905.04	364,455.56

Valley Fliers
Statement of Cash Flows
November 2018

	Nov 18
OPERATING ACTIVITIES	
Net Income	-9,446.64
Adjustments to reconcile Net Income to net cash provided by operations:	
Accounts Receivable	2,019.56
Deposits - Fuel Purchases	3,129.58
Accounts Payable	-1,390.44
Sales Tax Payable	1,447.63
Sales Tax Payable:Sales Tax Paid - Maintenance	-2,709.82
Sales Tax Payable:Taxes Paid - Fuel	-347.35
Net cash provided by Operating Activities	-7,297.48
INVESTING ACTIVITIES	
N-80117 Accumulated Deprec	916.42
N-80117 Cessna 172M	-5,428.00
N-759MA Accumulated Deprec.	558.65
N-759MA Cessna C-182Q	-4,928.00
Asset Aquisition in Process	12,000.00
Accumulated Depreciation	254.67
N-2388L Cessna 172	-5,428.00
N-2388L Accumulated Deprec.	717.59
N-5163S Piper PA-28-180F	-5,428.00
N-5163S Accumulated Deprec.	597.98
Net cash provided by Investing Activities	-6,166.69
FINANCING ACTIVITIES	
Member Shares - Current Price	2,000.00
Net cash provided by Financing Activities	2,000.00
Net cash increase for period	-11,464.17
Cash at beginning of period	101,600.81
Cash at end of period	90,136.64

Valley Fliers
Statement of Cash Flows
 January through November 2018

	Jan - Nov 18
OPERATING ACTIVITIES	
Net Income	19,051.82
Adjustments to reconcile Net Income to net cash provided by operations:	
Accounts Receivable	-2,541.20
Deposits - Fuel Purchases	3,129.58
Accounts Payable	-16,997.52
Sales Tax Payable	-914.30
Sales Tax Payable:Sales Tax Paid - Maintenance	2,974.43
Sales Tax Payable:Taxes Paid - Fuel	73.96
	4,776.77
INVESTING ACTIVITIES	
N-80117 Accumulated Deprec	10,080.62
N-80117 Cessna 172M	-5,428.00
N-759MA Accumulated Deprec.	6,145.15
N-759MA Cessna C-182Q	-4,928.00
Accumulated Depreciation	2,801.37
N-2388L Cessna 172	-5,428.00
N-2388L Accumulated Deprec.	7,893.49
N-5163S Piper PA-28-180F	-5,428.00
N-5163S Accumulated Deprec.	6,577.78
	12,286.41
FINANCING ACTIVITIES	
Member Shares - Current Price	10,000.00
	10,000.00
Net cash increase for period	27,063.18
Cash at beginning of period	63,073.46
Cash at end of period	90,136.64

Tacometer Readings (add 3,452.3)

Date	C-182		C-172		C-172		PA-28	
	N759MA	Hours	N2388L	Hours	N80117	Hours	N5163S	Hours
11/7/17	4,121.5	9.6	4,010.1	0.0	4,057.5	15.7	2,475.9	7.5
11/15/17	4,121.5	0.0	4,010.1	0.0	4,064.2	6.7	2,475.9	0.0
12/6/17	4,133.6	12.2	4,014.1	4.0	4,064.2	0.0	2,486.2	10.3
12/12/17	4,137.8	4.2	4,020.2	6.1	4,064.2	0.0	2,487.6	1.4
1/1/18	4,137.8	0.0	4,020.2	0.0	4,080.8	16.6	2,487.6	0.0
1/7/18	4,151.2	13.4	4,034.2	14.0	4,082.4	1.6	2,496.2	8.6
1/28/18	4,160.7	9.5	4,044.4	10.2	4,085.9	3.5	2,496.2	0.0
1/31/18	4,160.7	9.5	4,044.4	10.2	4,085.9	0.0	2,504.9	8.7
2/10/18	4,163.8	3.1	4,047.0	2.6	4,089.9	4.0	2,508.4	3.5
3/1/18	4,179.6	15.8	4,050.2	3.2	4,099.9	10.0	2,511.9	3.5
4/4/18	4,205.6	26.1	4,053.3	3.1	4,116.7	16.8	2,523.6	11.7
3/22/18	4,205.6	0.0	4,058.3	0.0	4,129.7	13.0	2,523.6	11.7
4/7/18	4,205.6	0.0	4,058.3	0.0	4,132.5	2.8	2,523.6	11.7
4/12/18	4,205.6	0.0	4,063.3	5.0	4,132.5	0.0	2,523.6	0.0
5/5/18	4,205.6	0.0	4,063.3	5.0	4,181.0	48.5	2,538.1	14.5
5/9/18	4,231.7	26.1	4,081.1	17.8	4,192.0	11.0	2,538.3	0.2
5/29/18	4,249.5	17.8	4,097.8	16.7	4,241.0	49.0	2,538.3	0.0
6/5/18	4,249.5	0.0	4,097.8	0.0	4,241.0	0.0	2,554.5	16.2
6/13/18	4,249.5	0.0	4,097.8	0.0	4,255.9	14.9	2,558.0	3.5
6/16/18	4,257.0	7.6	4,097.8	0.0	4,255.9	0.0	2,558.0	0.0
6/27/18	4,282.2	25.2	4,125.4	27.6	4,279.0	23.1	2,573.0	15.0
7/11/18	4,290.8	8.6	4,125.4	0.0	4,294.4	15.4	2,577.6	4.6
7/21/18	4,314.1	23.3	4,155.8	30.4	4,308.7	14.3	2,588.2	10.6
7/27/18	4,319.7	5.6	4,157.7	1.9	4,313.9	5.2	2,593.1	4.9
8/2/18	4,319.7	5.6	4,157.7	1.9	4,313.9	5.2	2,596.7	3.6
8/7/18	4,356.4	36.7	4,173.7	16.0	4,333.6	19.7	2,599.1	2.4
8/15/18	4,356.4	0.0	4,178.5	4.8	4,333.6	0.0	2,599.1	0.0
8/18/18	4,363.6	7.2	4,180.9	2.4	4,343.2	9.6	2,607.2	8.1
8/26/18	4,363.6	0.0	4,180.9	0.0	4,352.3	9.1	2,607.2	0.0
9/6/18	4,375.1	11.4	4,204.7	23.8	4,368.9	16.6	2,619.5	12.3
9/18/18	4,385.9	10.8	4,208.6	3.9	4,373.9	5.0	2,619.5	0.0
9/26/18	4,389.4	3.5	4,208.6	0.0	4,386.0	12.1	2,622.5	3.0
10/10/18	4,404.9	15.6	4,224.6	16.0	4,400.7	14.7	2,627.5	5.0
10/16/18	4,404.9	0.0	4,224.6	0.0	4,413.6	12.9	2,627.5	0.0
11/13/18	4,408.0	3.1	4,256.6	32.0	4,441.0	27.4	2,639.4	11.9
11/13/18	4,408.0	0.0	4,256.6	0.0	4,441.0	0.0	2,649.6	10.2
12/12/18	4,417.6	9.6	4,280.2	23.6	4,458.2	17.2	2,654.9	5.3

Valley Fliers Aircraft Maintenance Summary

Date of Report: 12/12/2018

Total Airframe Hours:		4,418	4,280	4,458	6,107
Aircraft	N759MA	N2388L	N80117	N5163S	
Next Oil Change (50 hrs)	40.4	3.1	5.4	44.7	
Hours Before TBO (2,000 hrs)	(604.8)	(140.8)	1,478.7	714.9	
Hours Since Top Overhaul	1,962.5	595.7	521.3	285.0	
Prop Hours (Since OH)	2,060.8	2,140.8	521.3	1,285.1	
Next Annual Inspection Date	11/30/19	11/30/18	1/31/19	5/30/19	
Hours to Next 250 hr Inspection	240.1	(20.1)	(127.4)	133.2	
Magneto OH Due (Rec. - 500 hrs)	194.3	(95.7)	(21.3)	169.1	
Vacuum Pump Due (Rec. - 500 hrs)	324.2	(95.7)	122.6	(46.7)	
Pitot-Static/Altimeter Insp Due	10/31/20	10/31/20	11/30/20	11/30/20	
Transponder Inspection Due	10/31/20	10/31/20	11/30/20	11/30/20	
ELT Battery Due (5yrs)	4/30/21	1/31/22	11/30/21	4/30/21	
ELT Registration Expires (2yrs)	2/18/20	2/18/20	2/18/20	2/18/20	
Fin & Rudder AD Due (1,000 hrs)	990.1				
Fuel Cap Placard AD Due (Annl)	11/30/19				
Seat Tracks AD & Seats (100 hrs)	90.4		(5.9)		
Rear Seat AD Due (Annl Insp)				Annual	
Induction Paper Filter AD (500 hrs)		345.20			
Bendix Ignition AD Due(2000 hrs)	1,814.1		1,622.6		
Fuel Inj. Insp. AD Due (100 hrs)		53.10			
FAA Reg Exp (App 3-5 mo prior)	7/31/19	1/31/21	11/30/18	1/31/21	
Carbon Monoxide Indicator Due	11/17/19	7/19/19	11/17/19	11/17/19	
Oil Hoses Replaced at TAC				2,409.0	

N759MA

Annual (see separate sheet)

N80117

ADSB Installed

N5163S

Oil & filter changed

N2388L

In Annual Insp.

88L 2018 annual:	Estimated time	@ \$60.00/ hr.	Total
*Lt fuel gauge flickers	3 hrs.		\$180.00
*Lt & Rt front seat belt latches broken	10 hrs.		\$600.00
*Cabin door window hinges loose	6 hrs.		\$360.00
*Aileron rod ends worn	4 hrs.		\$240.00
*Pitch trim jackscrew worn \$400.00 (overhaul)	2 hrs. R&R	\$520.00	\$120.00
*Rt door upper striker worn	1 hr.		\$60.00
*Vacuum filters due	1		\$60.00
Flap chaff buttons and tape	.5 hr.		\$30.00
*Avionics cooling hose/ G strap	Depends on who does work		
Pilot door handle panel repair	2 hrs.		\$120.00
Elevator tips cracked Temp repair			N/C
*Clean engine and control hinges	1 hr.		\$60.00
*R&R MLG tires, tubes, brake linings pack bearings	3 hrs.		\$180.00
*ELT impact trigger in-op	To be determined probably factory repair		
*500 hr. magneto inspection		\$1000.00 parts and labor	\$1000.00
TOTAL	33.5 hrs.		\$2010.00

Times are estimates only and some may go over bid.

Items marked * are required repairs for annual sign-off

2 List

3-LOWER RUDDER BEARING WEARING

4-RT. OTBD ELEVATOR BEARING WEARING

6-AFT ELEVATOR / TRIM PULLEYS WORN

8-LT OTBD AILERON HINGE WEARING

9-LT FLAP OTBD AFT MOUNT SKIN CRACK

Possible mis-adjustment of flap extension assembly pushrod???

Pass. Side Seat Belt – Replace (are in order)

Mags. Inspection needed (Jon will take them apart to inspect)

345 cooling hose not attached

Mic button needs excessive pressure

Pass side Top Corner repl. Doubler (before it starts to damage the fuselage)

Pilot side door handle busted/missing – new \$264 fr. Cessna?? (jon said that he can try to patch existing)

1) From Steve:

“Items 3, 4, & 8 are just starting to show signs of wear and were noted to monitor so they would not be overlooked on later inspections. They do not need attention at this time unless the board really wants them fixed at this time. Item #6 is on the list to change but is not critical. Just a good idea and will take about an hour to change. The flap extension issue will be addressed on a post annual test flight to determine if it is a flap or rigging problem. The mic button could not be duplicated and the remaining items are addressed on list #1”

2) From Jon:

“#2 list item 3, 4, 8: Every 50 hour oil change I have bin oiling the bushing and hinges so the wear has not increased .

6 I just ordered the pulley not expensive, # 9 I have to take a look . PTT button is fine no both sides”

9MA Annual Insp List '18

- * 1-CW SEB 95-19 forward door post cracks. - **Inspected (Checked normal)**
- **Checked fwd fuselage for integrity-OK)**
- Tightened cabin door hinge screws**
- * 2-ELT remote switch in-op with aircraft power on – **Fixed (rewired to constant power)**
- * 3-Install tail beacon and reconnect belly strobe – **Fixed (Inst new unit w. own power source)**
- * 4-Crack in right flap close-out skin – **Fixed (Repaired/Patched both sides)**
- * 5-Replace air filter element – **Replaced**
- * 6-Idle high and mixture lean - **Adjusted**
- * 7-Replace missing strobe placard - **TBD**
- * 8-Twist in right aileron and auto-pilot bridle cable – **Fixed**
- * 9-Half of external data tag missing - **Temp. Fixed**
- *10-Cabin door hinge screws loose. - **Tightened screws**
- *11-Brake calipers distorted due to over torquing – **Machined calipers & inst. new pads, straightened torque plates**
- *12-Mixture cable chaffing induction tube – **Fixed**
- *13-Two cowl shock mounts torn - **Replaced**
- *14-Screw missing on #2 rocker cover – **Fixed (Used longer screw)**
- *15-Rivet missing- outboard lower elevator – **Fixed/Replaced**
- *16-External power fuse blown – **Fixed**
- *17-Pilots seat- 2 inboard roller housings, all rollers worn and washers and bushings – **Replaced**
- *18-FAR 91.207(d) ELT – **Tested Next due 11-19**
- *19-AD2011-10-09 Seats and Rails – **CW Next due at 4507.75**
- *20-AD96-12-22 Oil filter adapter – **CW Next due at filter change**
- *21-AD83-13-01 Fuel cap leaks – **CW Next due 11-19**

- 22-Left door handle stop broken – **Fixed**
- 23-Hobbs meter in-op – **Fixed**
- 24-left wing courtesy light in-op – **Fixed (both sides new bulbs)**
- 25-Right landing light has 3 sections burned out - **TBD**
- 26-Flaps could use chaff tape on top flap skin – **Fixed/Applied**
- 27-Cabin heat box control arm spring broken – **Fixed (manufacture spring – New not available)**
- 28-Console cover in bad shape – **TBD (different cover needed)**
- 29-King nav. LED's bad - **Deferred**
- 30-Artificial horizon- some small vibrations – **O/H**
- 31-DG and MAP – **Inst. Light rings (built originally W/O lights)**
- 32-loose rivets on upper and lower cowls - **Deferred**
- 33-Exhaust collector ends worn. - **TBD at engine change.**
- 34-Transponder antenna doubler missing – **Fixed/Installed**
- 35-Cabin belly skins corroding under silencer pads – **Cleaned and re-inspected (no corrosion)**
- 36-Clock battery due for replacement -**Replaced**
- 37-Windshield loose – **Caulked/Resealed**
- 38-Pilot rudder pedal pivots worn - **Replaced both pedals on Pilot side**

39-Carpet badly stained – Inst. **New Carpet**

40-Static noise – **Inspected (Bill Renner & Jon could not replicate static noise)**

41-Parking brake bleed off when set – **Needs harder pull when setting.**

Vacuum pump vane inspection: **(1000 hpur Pump)**

Prop spinner bulkhead bolts tightened

DG and AI gyros – **Overhauled (+ filters)**

Replaced pass seat arm roll pin

Flap roller washers and kits – **TBD**

Soft spot in left horizontal inboard leading edge – **TBD**

Replace pilot seat articulating shaft – **TBD**