

Valley Fliers December Board Meeting

Meeting Called to Order at: 6:29

Present: Morrow, Glassmyer, DeWitt, Pebworth, Vader, plus 12 members two prospective members and one guest..

Approval of November Minutes

Alan moved to approve as written. Scott seconded. Motion approved unanimously

Treasurer's Report

See Alan's handouts. It was the biggest November in Alan's memory. 63S was very popular. The fuel surcharges will remain the same for now. Two memberships turned over last month. The overall turnover for the year is the highest since Alan has been on the board. Hangar rent will go up next month. Maintenance wasn't crazy for the month. We have done a lot of fixes to the airplanes recently and the bills have not been crazy. The deposit on 117s engine has been sent and Alan confirmed the engine is in process by Penn Yan. Scott asked when we get our sales tax back? Alan says we take a credit against our sales tax payable every month. Cash was down for the month, largely due to the \$12000 deposit we paid on the new engine.

Maintenance Officer's Report

9MA The stabilizer rib is fixed. We got a great price and turn-around on the repair. A remaining squawk is a problem with the right brake. Jonathan is unable to reproduce the problem. Jonathan thinks it may be an issue with the master cylinder. He is still investigating a squawk with the autopilot. The autopilot issue may be related to the rudder trim. Jonathan doesn't view fixing it as high on the priority list, but will listen to the board and members if they have other guidance.

727 The door handle is the only remaining squawk on that plane. Question from the floor: why is the primer so stiff? Answer: it was recently rebuilt and has a new o-ring. It will wear in with use. Jonathan worked on the throttle and carb heat cables.

63S Has a significant squawk list. The most concerning item on the list is a milky oil. Jonathan says there is moisture in the oil either due to a blocked breather valve or moisture getting in and the oil not getting warm enough burn it off. There is some chance there is a cracked cylinder. It is heading in for an annual and a lot of those things will get fixed. That annual is early, but puts the plane on an off-season annual schedule.

117 Jonathan found an engine and put in an order for it. The engine will be fully overhauled. We will ship our engine back to get the core charge back. The engine is zero-time, but used. Jonathan has taken care of all the squawks other than the rear air vent.

Safety Officer's Report

Sean reminded members that Shawn has resigned. He asked whether any members had safety concerns. Comment from the floor: the member researched individual insurance policies. Members could purchase renter's insurance to help cover any individual liability above the owner's policy the club has. Another commenter noted if we all bought renters insurance, it would beg the question why the the club doesn't buy a better policy. Alan noted that Avemco no longer offers deductibles.

Old Business

Auburn Airport / Hangars

Sean introduced Tim Mesonides, the airport manager. Tim's parents were members of a flying club when he was growing up. There are two projects he highlighted: first, the hangar enclosure project which will enclose the hangars we currently use. He suggested we could leave our hangars without internal walls if fire codes will allow it. Waiting lists for enclosed hangars were exceeding 15 years, so long the airport stopped maintaining that list. The doors will be manual and won't hang off the existing structure. They'll either slide along the ground or be bifold. The doors will not narrow the opening very much, maybe 0.1 foot. The airport may hang outlets on the

ceiling and owners could reconfigure the lighting to suit their airplane's shape. When the doors are installed, the asphalt in front of the hangars will be removed and a new surface installed to handle the hangar door's weight. Tim will send Sean pictures of similar doors at other airports. Scott asked whether doors are federally funded? Answer: yes, via several different federal programs. The second project is a 33 day runway closure in August / September depending upon when the FAA grant is awarded. The middle 3400' of the runway will be milled down and be re-paved. The crown on the runway will match the extensions. There will be new taxiway lighting. Taxiway Alpha will be re-sealed. The field near the park and ride will be regraded and re-fenced for higher security. The VASIs will be replaced with PAPIs on the other side. The CTAF will be changed to 122.97.

There will also be a new approach as of August 10th.

Tim also mentioned the airport will get an AWOS in 2025.

Airport appreciation day is July 8th.

Tim asked if anyone was part of the airport user group? He suggests we should have someone in that group.

Sean is a member, but is looking to delegate his role to someone else. Sean asked whether there was anything the airport needed from the club? Answer: we would love feedback We want to be the best airport around. He recently got a suggestion the airport participate in a new FAA weather camera program that the airport is pursuing. Scott asked whether the hangar improvements will have any budget for electrical improvements? Tim said at least the existing fixtures should be replaced with LEDs. Scott suggested there should be electrical upgrade money in the budget for the new doors.

Safety Officer

Sean noted Shawn Walter resigned. Sean appointed Chris Hewitt in the interim. Chris has spent the last six years at the FAA. He works as a Controller and works with safety investigations. He hopes to bring professionalism to the pilots in the club. Sean hopes to keep safety at the forefront. Jonathan moved to accept Chris as the safety officer, Scott seconded. The motion carried unanimously. Comment from the floor: the hourly prices in Schedulemaster are not correct. Also responded that the prices in Schedulemaster include the sales tax.

New Business

Potential New Members Sean noted we have two new potential members present.

Dale is new to flying clubs but is not a new pilot. He has had four different planes over the last dozen years and has been flying for a lot longer. He has never had an accident or incident. Dale has owned all the planes in the fleet, except the Cardinal, but he also has Cardinal time. He has flown into most of the backcountry airports in Washington and Oregon. Dale will be up for a vote at a later time.

Jae is a new pilot who got his private about 2 months ago. He is a service member at JBLM and is nearing retirement. Jae's goal is recreation for now. He will need to figure out what he will do after the Army. Alan moved to accept Jae, Jonathan seconded. The motion carried unanimously.

Free flight hour won by: Ed Bryce

Meeting adjourned at: 7:51

Next Meeting: The next board meeting will be held Wednesday, January 11, with food available at 6:00 pm and business beginning at 6:30 at Trotters Restaurant.

Valley Fliers Email Board Actions 11/10/2022 - 12/14/2022

November 15: Approval of purchase of 160 hp engine for 117 from Penn Yan Aero
November 25: Approval (via text messages) of 9MA rib replacement