

Valley Fliers February Board Meeting

Meeting Called to Order at: 6:31

Present: Eyre, Glassmyer, DeWitt, Neville, Vader plus 5 members and 2 prospective members.

Excused Absent: Botezatu

Approval of January Meeting Minutes

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

Treasurer's Report

See Alan's handout. Not a terribly busy month of flying. 9MA didn't fly a lot but may have been down for a tach issue part of the month. One membership changed hands. The planes were re-registered in January. The club's CenturyLink internet has gone up in cost. Alan will call them to see if we can't get a better deal. Club members have been leaving the receipts in the planes. That might be a good idea, but if the receipts get lost, Alan will not have evidence to credit members for their fuel expenditures. Alan and John continue to work on a new fuel card program, but aren't ready to discuss it this evening. Alan received an invoice from National after he completed the financials, so the maintenance costs will be about \$1300 more than shown in his handout. Alan will update the airplanes' depreciation once he accounts for the ADS-Bs. All those ADS-B installations are paid for. Our current assets show us \$38000 to the good versus last year, even though we did the ADS-B installations last year. We have a credit coming from the Department of Revenue, but Alan hasn't checked to see if they have questions about that credit. Alan will have to revise the P&L as it includes February activities. Alan will update it prior to posting his handouts on the web site.

Maintenance Officer's Report

In Florin's absence (he's in Baja) John asked Jon how the 117 annual went? Jon said it went very well. The next is 63S in April or May. When 63S goes through annual, Jon thinks we should cut holes in the wing in order to inspect for corrosion on the spar. Richard asked if the flex in the wing when someone steps on it is related to the spar issues others have had? Answer: no, that flex is normal, but there could be rib damage underneath. Alan asks if we shouldn't wait for the AD in case it is different when it is released? Answer: Jon feels that is highly unlikely. Alan asked if we know anything about the plane that had the wing failure? Answer: it was a trainer and in Florida, so we don't have the same risks. Richard asked about the door on 63S? Jon says the door should not be closed with the pull. It should be closed and then pulled to latch. Alan says he can see light through the door seal on 63S. Jon says that is something new. Jon says the doors are hurt by people leaning on the door when they are getting in and out. Jon says the door sealed tightly when he finished repairing it, so it has been damaged. Scott asked if we've had any recurrence of the fuel leak in 63S? Jon says not so far. Question from the floor: will there be training on the ADS-Bs? Richard says he will present on it at the annual meeting and has put together a document of things to remember them. Richard noted the flight id on the units must match the N number and should be checked before each flight. Ours are locked from changes, but it would be worth checking prior to flight. Angelflights use a special call sign and the FAA wants them to match the ADS-B. Angelflights in club aircraft should not change to the Angelflight flight ids. Going forward, if the 430 is down, the plane is down because it sources GPS position data to the transponder. Without that data, the planes can't legally be flown.

Safety Officer's Report

Richard pulled out a year's worth of squawks from Schedulemaster. Our planes are senior citizens and have a lot of small squawks. He notes that Jon and Florin's attention to detail has been very good for the club. He notes members should not hesitate to squawk any safety issue. Richard asked if we should have a discussion at the annual meeting about pilot currency, potentially changing bylaws. Alan and John note there once were rules in the bylaws, but they were unenforceable and we took them out. Richard agrees it might be hard to figure out who is current and who isn't. A commenter from the floor reminded us that it was viewed as bad to have unenforceable rules. Another commenter suggested we might help folks find ways to build, maintain, and provide incentives for

member currency. Richard likes those ideas and would like to work with the commenter. Yet another commenter likes the current club approach treating our members as adults.

Old Business

9MA Engine members have been asking John if we have a do-nothing option. Jon says we could do that. If we do leak down tests at every oil change we could probably run until the end of summer. John likes that idea. John reminded folks we are 500 hours past TBO. Jon notes if we push it like this and lose one cylinder, that can be replaced fairly quickly. Commenter from the floor notes even if we lost the engine in June, it wouldn't be the end of the world. Several others agree. Commenter notes if it fails in flight the member flying it might think it was a big deal. Jon says the failure modes are not likely to be too bad. Question from the floor: what would motivate us to wait? Answer: just keeping the money longer. Question from the floor: at what point do we have to do an overhaul? Answer: never. John asks if we can come to agreement to monitor and try to schedule the new engine for late fall or early winter. There is general agreement with that idea. Tim asks what we need to do the make a decision then? John and Alan say we aren't ready to decide what we will do tonight. Scott notes that after a lot of research the board is now leaning toward not upgrading. The engine is original and has only had one overhaul.

Annual Meeting / Social .

Richard is wondering if we need to keep a formal list of the upgrades members want? He notes we used to have such a list. Alan agrees it might be a good idea to poll the membership on this topic at the annual meeting. John thinks the discussion would be valuable, but that doesn't know whether maintaining a formal list would be worthwhile. Some commenters think maintaining a list would be useful.

Scott recapped last month's discussion, that we would combine the AGM and the social. Emerald Downs has been extensively researched, but it is about the ponies not planes. We would have to spend at least \$1000 to have them provide the facilities. Scott also researched the Museum of Flight. They have a pretty healthy opinion of themselves. They have three rooms that would support our group. Two of those three are only available during the day, one is available during the day. The evening meeting would be more expensive. One benefit for attendees would be free admission to the museum. At Emerald Downs if we spend \$1000 we get the room for free. At the Museum of Flight we rent the room and pay their caterer for the food. Scott hasn't been able to get the Museum of Flight's caterers fees. Richard says the Museum of Flight's caterer, McCormick and Schmick, is likely to exceed \$30/head. Alan agrees. Comment from the floor: we could go back to the normal annual meeting at Trotters and have a separate social in the spring. Question from the floor: would a couple hundred bucks aggregate really make or break this? If the Museum of Flight would be the best, couldn't we do it? Several agree. Comment from the floor: the board should just decide. Richard suggests we separate the annual meeting from the social event. John agrees we have run out of time. Alan moves we have the annual general meeting at Trotters on Wednesday, March 20th starting at 6 pm. John seconds. The motion carried unanimously. Planning for the social will continue.

New Business

Engine Heaters and Cold Weather John notes that the thermal cube temperature controlled switches have disappeared. There are a couple of camps on this, but it is likely best to keep the heaters on all the time. Since the board agreed to have the thermo-cubes put on, the board should decide to stop their use. Members should still plug them in after each flight.

Potential New Members John has four candidates.

Brian Yoder just got his private in June, has around 80 hours. He hopes to get his IFR for personal enjoyment in the next few years. Most of his time has been in a Cherokee. He runs operations for a retail fixture company. He found the club through the AOPA club search function. He tried to join back in June, but we were full then.

Jeremy Robinson is in a Mooney partnership a few rows down from us. He is not here tonight. He has not yet committed to the club. Alan and John have both met him and feel he would be a good addition to the club.

Scott Klakken grew up in Spokane and learned to fly at the air force academy flying club. He has 350 hours. He found us through the web site. He was in the Marines and National Guard. He is a computer consultant. He travels a lot. He is a private pilot, and is close to getting his instrument rating. Scott will be going on the wait list. He wants to fly 50 hours a year.

Greg McKenna is a student pilot who likes our planes. He has been talking a lot with Scott Snider. Scott has been doing ground school with him. Scott spoke on his behalf because he is not here tonight (it is his daughter's birth-

day). He would switch to one of our club instructors. He still has a way to go to finish his private. (He keeps getting new instructors.) He is 60 years old and a rock climber. John spoke with him last week and was very impressed with his risk analysis.

The proposed vote would be to approve all four. John so moved. Richard asks what Jeremy flies now? John says the Mooney. Tim seconded. The motion carried unanimously.

Free flight hour won by: Jordon Triggs

Meeting adjourned at: 8:17

Next Meeting: 2019 Annual General Meeting, March 20 at Trotters Restaurant, with food at 6, business starting at 6:30.