

Valley Fliers July Board Meeting

Meeting Called to Order at: 6:32

Present: Eyre, Glassmyer, DeWitt, Botezatu (late), Vader plus 9 members and 1 potential member.

Absent: Scott

Approval of June Meeting Minutes

Alan moved to approve as written. John seconded. The motion carried unanimously.

Treasurer's Report

See Alan's handouts. It was a decent, but not stellar month. Not reflected in the handout is an invoice for parts of around \$900. The 9MA maintenance number was because of a 100 hour inspection. Alan reminded folks the numbers presented are preliminary. Alan failed to record depreciation, so that will change the numbers. Alan had a lot of undeposited funds, but they were deposited today. Alan has started to make adjustments for the member equity shares. He will be moving the member equity shares traded down into the equity section of the balance sheet. Alan has now received an acceptance letter from the Washington Dept. of Revenue, so we should receive a check from them soon for around \$3200. Question from the floor: why do we get a credit? We get charged sales tax on many purchases, but don't actually owe that tax. We do owe taxes on our sales. The YTD cash flows are showing the club on the mend and Alan now supports moving forward with ADS-B. Also, the airport has requested a copy of our liability insurance, so we are working to get a policy for the club. The aircraft are already insured, but we don't have a general liability policy. The airport is requiring they be named as an insured party. Comment from the floor: airports generally require plane owners to add the airport to their planes' policies. Alan will clarify whether that would work for the airport management. Scott asks about additional insureds, will the airport then ask our insurance company to help defend the airport against litigation not related to us? Answer: the insurance company will prevent that.

Maintenance Officer's Report

See Florin's handout.

9MA Had a pseudo-100 hour-inspection. The panels did not come off because of the cylinder issues. The costs were due mostly to cowl flap hinge repairs and baffle repairs. To get the plane flying again quickly, much of the rest of the 100 hour inspection work was deferred. Question from the floor: What is lapping the valves? Florin gave much the same explanation as last month. The plane was stuck in Yakima last weekend with a flat nose tire. The A&P there said the tire separated, but got the plane fixed by changing both tire and tube. The tire was checked at the 100 hour inspection. A member reports 9MA is using a quart of oil per hour, but the plane was flown today and didn't lose any oil. The voltage regulator is being replaced tomorrow. Regarding the vacuum pumps: Jon has inspected them and they have a lot of life left in them. The particular pump we use is known to last well past 500 hours. Jon indicated regular filter maintenance also extends the life of the pumps.

63S There was a report of fuel smell. After investigation it was found that the gascolator was leaking fuel and fuel penetrated a sealer that was supposed to keep it out of the cockpit. Members should avoid pushing too hard on the gascolator. Question: could we move the valve to a hose? Answer: you could just push the valve with your hands. Question from the floor: the carbon monoxide sensor looks very dark, could the gas have ruined it? Florin will check it out.

117 The nose strut and shimmy damper were rebuilt, and the nose wheel was rebalanced to address member reports of strong shimmies on landing. The replacement of cowl fasteners took a lot of work due to the wear of the existing fasteners. Alan noted we seem to have given up on the quote practices. Florin says he forgot to do the process, and will try to remember going forward. John asks when 117 will be done? Jon says it is done. He has not yet estimated the cost. Jon also found a wiring problem with the ELT, so he saved us a fair amount of money.

88L The oil change number in the handout is out of date, but it was recently done.

Alan asked what the next plane coming up for an inspection is? Florin says he is confused about how to track 100 and 250 hour inspections. Jon asks if we are going to go with 250 hours, or go to six month inspections? Jon and Tom discuss the rationale for instituting the 250 hour inspection. Florin says he is trying to balance a variety of factors. How many squawks does a plane have? How long will it be until an annual is required. John will help Florin improve the spreadsheet. Question from the floor: would the club be interested in putting an autopilot into the Cherokee? Answer: that would be cool, but we need to focus on ADS-B right now. After that, we will have two engines coming up.

Safety Officer's Report

Randy was not present, so there was no report.

Old Business

Insurance Review John has started research with AOPA, and has a questionnaire to complete to obtain quotes. Alan and John will also work on a liability insurance quote.

Plane Washing Florin wrote the vendor, but the email he had bounced. He will pursue it further. Question from the floor: can members wash an airplane? Yes. Can the taxi time be submitted? Answer: yes, just note it as "taxi to wash rack". Jon notes oil is very hard to get off the planes. Scott asks if there are wash bays available? Answer: yes. Florin noted the deal with had with the firm was low hassle and cheap. Everyone agrees we should restart it.

New Business

ADB-B Alan thinks we can and should proceed. The question is should we do in and out, or just out and have folks bring their own in. Jon notes the out only doesn't do dual-mode. The cheapest dual-mode would be about \$3000. Alan says they were previously seeing \$4500-6000 for in-out installed. Alan says he is not sure ADS-B is required in Canada. John will have Randy update the information he gathered previously, and we can discuss it from there. Comment from the floor: the new technology is cool. If we don't put ADS-B in into the planes, many members will buy their own unit. That seems inefficient. Florin says we continue to increase the complexity in the planes. Florin says we have good avionics, but what is that costing us to maintain. Florin says we should look at the regulations for Canada, specifically are waivers available. John notes Oshkosh is coming up and we may have new options then. Scott summarizes the sense of the room as we want at least ADS-B out and dual-band. Florin says we may be able to install it ourselves if we could get someone to sign off on Jon's work. Jon notes we wouldn't likely save much money doing that. Question from the floor: have we surveyed the members about ADS-B? John notes club member survey response rates have not been good. Alan notes his goal is to get this done without assessments or fees. Florin asks if new units get certified, would they potentially install cheaper? Scott responds we should let the avionics folks do what they do best.

Potential Members John noted Barrett posted on Facebook that he was selling his share, which generated a lot of interest. John then introduced Nathan Kogge. Nathan saw us some time ago, but the web site said we were not accepting new members. He got his private in 2017 and has his instrument rating. He has spent a lot of time flying SkyCatchers. He just got his complex endorsement a few weeks ago. He works for Kawasaki Aerospace as an engineer and translator. He has an assignment that takes him out of town during the week for most of the rest of the summer. He is working on his commercial rating and has a goal to complete it in the next year. Question from the floor: how did he make it to the top of the list? Answer: he responded to Barrett first. He currently flies out of Renton, and Nebraska when he goes out there for work. Question: what do you want to do with the commercial? Answer: lean on his company to improve his pay. It will also allow him to make some money on the side on weekends. Tim moved to allow the sale of the share. Scott seconded. The motion carried unanimously.

Free flight hour won by: Barrett Thompson

Meeting adjourned at: 7:48

Next Meeting: Wednesday, August 8, 2018 @ 6:30 (Food and Social @6:00), Trotters

4:37 PM

07/11/18

Accrual Basis

Valley Fliers
Sales by Item Summary
June 2018

	Jun 18			
	Qty	Amount	% of Sales	Avg Price
Service				
117 (hrs - Flight time: C-172 N-80117)	48.5	3,899.40	22.0%	80.40
63S (hrs - Flight time: PA-28-180F N-5163S)	20.5	1,765.05	10.0%	86.10
88L (hrs - Flight time: C-172 N-2388L)	31.4	2,524.56	14.3%	80.40
9MA (hrs - Flight time: C-182 N-759MA)	27.3	2,501.38	14.1%	91.63
Dues - monthly (Membership monthly dues)	58.13334	4,360.00	24.6%	75.00
Minimum flying fee (Minimum flight fee - assessed when no flights made during th...	21.6	1,736.64	9.8%	80.40
Total Service	207.43	16,787.03	94.9%	80.93
Other Charges				
Membership Purchase Hull Fund (Membership Purchase Hull Replacement Fund)	2	909.10	5.1%	454.55
Total Other Charges	2.00	909.10	5.1%	454.55
TOTAL	209.43	17,696.13	100.0%	84.50

Valley Fliers
Profit & Loss YTD Comparison
 June 2018

	Jun 18	Jan - Jun 18
Ordinary Income/Expense		
Income		
Sales		
N-80117 Flight Time	3,899.40	19,738.20
N-759MA Flight Time	2,501.38	12,464.86
Aircraft Hull Replacement Fund	909.10	3,181.85
Fees	1,746.64	12,460.03
Membership Monthly Dues	4,360.00	25,035.81
N-2388L Flight Time	2,524.56	9,117.36
N-5163S Flight Time	1,765.05	7,344.33
Total Sales	17,706.13	89,342.44
Total Income	17,706.13	89,342.44
Gross Profit	17,706.13	89,342.44
Expense		
Re-Registration	0.00	265.00
Depreciation Expense	0.00	15,226.55
Meeting Expenses	0.00	954.46
G&A		
Mail Services and Supplies	0.00	125.25
Information Technology	73.99	461.94
Total G&A	73.99	587.19
Bank Service Charges	-10.00	-20.00
Dues and Subscriptions		
Data 117	0.00	440.00
Data 9MA	0.00	440.00
Total Dues and Subscriptions	0.00	880.00
Fuel		
117 Fuel	1,561.63	7,442.20
9MA Fuel	1,419.43	6,925.50
Fuel Rebate	-37.99	-194.99
88L Fuel	1,224.80	4,342.12
63S Fuel	791.60	3,420.17
Total Fuel	4,959.47	21,935.00
Insurance		
Aircraft Policy	1,413.00	8,478.00
Total Insurance	1,413.00	8,478.00
Miscellaneous	0.00	119.88
Rent		
N80117	248.25	1,489.50
N2388L	248.25	1,489.50
N759MA	248.25	1,489.50
Utilities	0.00	684.25
N5163S	248.25	1,489.50
Office Rent	163.61	981.66
Total Rent	1,156.61	7,623.91
Repairs & Maintenance		
117 Maintenance	630.00	1,315.64
9MA Maintenance	2,851.20	3,341.20
Aircraft oil	0.00	876.30
88L Maintenance	316.75	2,536.93
63S Maintenance	240.00	2,880.96
Equipment Repairs	0.00	350.00

Valley Fliers
Profit & Loss YTD Comparison
June 2018

	<u>Jun 18</u>	<u>Jan - Jun 18</u>
Total Repairs & Maintenance	4,037.95	11,301.03
Taxes		
State	0.00	122.42
Total Taxes	0.00	122.42
Total Expense	11,631.02	67,473.44
Net Ordinary Income	6,075.11	21,869.00
Other Income/Expense		
Other Income		
Interest Income	0.00	0.16
Total Other Income	0.00	0.16
Net Other Income	0.00	0.16
Net Income	<u>6,075.11</u>	<u>21,869.16</u>

Valley Fliers
Balance Sheet
As of June 30, 2018

	Jun 30, 18
ASSETS	
Current Assets	
Checking/Savings	
Escrow savings account	39,717.80
Checking - Columbia State Bank	17,559.61
Total Checking/Savings	57,277.41
Accounts Receivable	
Accounts Receivable	22,801.55
Total Accounts Receivable	22,801.55
Other Current Assets	
Deposits - Fuel Purchases	7,500.00
Undeposited Funds	24,986.78
Total Other Current Assets	32,486.78
Total Current Assets	112,565.74
Fixed Assets	
N-80117 Accumulated Deprec	-20,263.31
N-80117 Cessna 172M	110,451.95
N-759MA Accumulated Deprec.	-32,846.79
N-759MA Cessna C-182Q	98,946.08
Operating Equipment	17,525.58
Accumulated Depreciation	-12,790.59
N-2388L Cessna 172	147,244.29
N-2388L Accumulated Deprec.	-97,190.94
N-5163S Piper PA-28-180F	147,491.94
N-5163S Accumulated Deprec.	-101,415.33
Total Fixed Assets	257,152.88
TOTAL ASSETS	369,718.62
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	2,088.47
Total Accounts Payable	2,088.47
Other Current Liabilities	
Membership Equity Shares Traded	6,000.00
Sales Tax Payable	
Sales Tax Paid - Maintenance	-823.76
Taxes Paid - Fuel	-1,378.08
Sales Tax Payable - Other	2,539.40
Total Sales Tax Payable	337.56
Total Other Current Liabilities	6,337.56
Total Current Liabilities	8,426.03
Total Liabilities	8,426.03
Equity	
Member Shares - Current Price	120,000.00
Retained Earnings	219,423.43
Net Income	21,869.16
Total Equity	361,292.59
TOTAL LIABILITIES & EQUITY	369,718.62

Valley Fliers
Statement of Cash Flows
June 2018

	<u>Jun 18</u>
OPERATING ACTIVITIES	
Net Income	6,075.11
Adjustments to reconcile Net Income to net cash provided by operations:	
Accounts Receivable	1,061.14
Accounts Payable	-6,016.74
Membership Equity Shares Traded	2,000.00
Sales Tax Payable	1,769.64
Sales Tax Payable:Sales Tax Paid - Maintenance	-379.80
Sales Tax Payable:Taxes Paid - Fuel	-484.64
	<hr/>
Net cash provided by Operating Activities	4,024.71
Net cash increase for period	4,024.71
Cash at beginning of period	78,239.48
Cash at end of period	<u><u>82,264.19</u></u>

Valley Fliers
Statement of Cash Flows
 January through June 2018

	Jan - Jun 18
OPERATING ACTIVITIES	
Net Income	21,869.16
Adjustments to reconcile Net Income to net cash provided by operations:	
Accounts Receivable	-8,573.42
Accounts Payable	-18,508.34
Membership Equity Shares Traded	6,000.00
Sales Tax Payable	-1,196.31
Sales Tax Payable:Sales Tax Paid - Maintenance	4,986.21
Sales Tax Payable:Taxes Paid - Fuel	-613.12
Net cash provided by Operating Activities	3,964.18
INVESTING ACTIVITIES	
N-80117 Accumulated Deprec	4,582.10
N-759MA Accumulated Deprec.	2,793.25
Accumulated Depreciation	1,273.35
N-2388L Accumulated Deprec.	3,587.95
N-5163S Accumulated Deprec.	2,989.90
Net cash provided by Investing Activities	15,226.55
Net cash increase for period	19,190.73
Cash at beginning of period	63,073.46
Cash at end of period	82,264.19

Tacometer Readings

(add 3,452.3)

Date	C-182		C-172		C-172		PA-28	
	N759MA	Hours	N2388L	Hours	N80117	Hours	N5163S	Hours
5/3/17	3,903.9	9.4	4,010.1	0.0	3,904.8	13.6	2,348.1	5.4
5/18/17	3,905.3	1.4	4,010.1	0.0	3,920.4	15.6	2,352.6	4.5
6/12/17	3,942.0	36.7	4,010.1	0.0	3,920.4	0.0	2,352.6	4.5
6/17/17	3,950.9	8.9	4,010.1	0.0	3,936.9	16.5	2,369.9	17.3
7/11/17	3,990.4	39.5	4,010.1	0.0	3,936.9	0.0	2,369.9	0.0
7/23/17	4,011.2	20.8	4,010.1	0.0	3,936.9	0.0	2,397.3	27.4
8/5/17	4,011.2	0.0	4,010.1	0.0	3,947.1	10.2	2,409.0	11.7
8/11/17	4,052.4	41.2	4,010.1	0.0	3,956.8	9.7	2,409.0	0.0
8/15/17	4,052.4	0.0	4,010.1	0.0	3,956.8	0.0	2,411.0	2.0
8/26/17	4,072.2	19.8	4,010.1	0.0	3,974.6	17.8	2,427.3	16.3
8/26/17	4,080.9	8.7	4,010.1	0.0	3,974.6	0.0	2,427.3	0.0
9/13/17	4,088.6	7.7	4,010.1	0.0	3,985.7	11.1	2,443.3	16.0
9/20/17	4,094.4	6.3	4,010.1	0.0	3,992.2	6.5	2,448.2	4.9
9/29/17	4,094.4	0.0	4,010.1	0.0	3,998.4	6.2	2,448.2	0.0
10/4/17	4,094.4	0.0	4,010.1	0.0	3,998.4	0.0	2,454.2	6.0
10/10/17	4,094.4	0.0	4,010.1	0.0	4,020.4	22.0	2,458.6	4.4
10/26/17	4,111.9	17.5	4,010.1	0.0	4,041.8	21.4	2,468.4	9.8
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

Valley Fliers Aircraft Maintenance Summary

Date of Report: 7/11/2018

Total Airframe Hours:	4,291	4,125	4,294	6,030
Aircraft	N759MA	N2388L	N80117	N5163S
Next Oil Change (50 hrs)	16.2	50.0	50.0	10.5
Hours Before TBO (2,000 hrs)	(478.0)	14.0	1,642.5	792.2
Hours Since Top Overhaul	1,835.7	440.9	357.5	207.7
Prop Hours (Since OH)	1,934.0	1,986.0	357.5	1,207.8
Next Annual Inspection Date	10/30/18	11/30/18	1/31/19	5/30/19
Hours to Next 250 hr Inspection	71.1	134.7	36.4	210.5
Magneto OH Due (Rec. - 500 hrs)	321.1	59.1	142.5	246.4
Vacuum Pump Due (Rec. - 500 hrs)	(49.0)	59.1	286.4	30.6
Pitot-Static/Altimeter Insp Due	4/30/20	4/30/20	4/30/19	1/31/20
Transponder Inspection Due	4/30/20	4/30/20	4/30/19	1/31/20
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)	821.1			
Fuel Cap Placard AD Due (Annl)	10/30/18			
Seat Tracks AD & Seats (100 hrs)	40.9		84.6	
Rear Seat AD Due (Annl Insp)				Annual
Induction Paper Filter AD (500 hrs)		59.10		
Bendix Ignition AD Due(2000 hrs)	1,940.9		1,786.4	
Fuel Inj. Insp. AD Due (100 hrs)		100.00		
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

100 Hour insp
 Lapped Cyl. #1 & #3
 Repaired L/H Cowl flap hinge
 New Rapco brake pads
 Repaired L/H Baffle
 Oil Changed
 Diagnosed Bad Voltage Regulator

N5163S

Repaired Fuel Leak Fr. Gasculator

N80117

100 Hour Inspection
 Rebuilt nose strut
 Repaired Wing root vent
 Rebuilt shimi Dampner
 Repaired cowling fastner
 Balanced nose wheel.
 Pilot Seat & Seat Track AD 11-10-09
 Oil Changed

N2388L

Oil Ch.
 AD 2015-19-07 Fuel Inject. Insp.